



**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS AND
PARKING AUTHORITY COMMISSION**

MINUTES

Tuesday, May 19, 2020

Due to the COVID-19 health emergency and to protect our Board Members, SFMTA staff, and members of the public, the Board's Meeting Room (Room 400) is closed.

Members of the public are encouraged to participate remotely. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to MTABoard@sfmta.com by 5pm on Monday, May 18 or call (415) 646-4470. Please see the information on the next page for remote meeting access.

REGULAR MEETING
1 P.M.

SFMTA BOARD OF DIRECTORS

Gwyneth Borden, Chair
Amanda Eaken, Vice Chair
Cheryl Brinkman
Steve Heminger
Art Torres

Jeffrey Tumlin
DIRECTOR OF TRANSPORTATION

Roberta Boomer
SECRETARY

ORDER OF BUSINESS

1. Call to Order

Vice Chair Borden called the meeting to order at 1:00 p.m.

2. Roll Call

Present: Gwyneth Borden
Cheryl Brinkman
Amanda Eaken
Steve Heminger
Art Torres

Acting Chair Borden noted that Cristina Rubke had not been confirmed by the Board of Supervisors. Board members recognized and thanked former Director Rubke for her service.

3. Announcement of prohibition of sound producing devices during the meeting.

No announcement.

4. Approval of Minutes

No public comment.

On motion to approve the minutes of the April 21, 2020 Regular Meeting: unanimously approved.

5. Communications

Acting Chair Borden expressed appreciation to staff for their work to enable the meeting to be held via teleconference. Board Secretary Boomer reviewed how members of the public could watch and address the Board.

Acting Chair Borden opened general public comment for a member of the public who requested accommodation.

PUBLIC COMMENT:

Zachary Karnazes expressed concerned that the May 5 meeting had been cancelled without explanation. This discourages the public from addressing the Board. Disabled people have been treated poorly by the SFMTA. There are hundreds of ADA complaints against the agency filed each year. This is a long-standing problem, and nothing has been done to remedy this. He expressed concern about the fare hikes and attacks on the union. Many staff members make six figure salaries.

6. Introduction of New or Unfinished Business by Board Members

As this was Director Torres' last meeting, acting Chair Borden acknowledged him for his service as a member of the SFMTA Board of Directors. Board members recognized and thanked Director Torres.

-Election of SFMTA Board Chair and Vice Chair

Director Torres nominated Director Borden for the position of Chair:

PUBLIC COMMENT:

Zack Karnazes expressed hope that Ms. Borden can review the concerns of disabled people and lead in a better way than those that have preceded her.

On motion to elect Gwyneth Borden as Chair:

ADOPTED: AYES – Borden, Brinkman, Eaken, Heminger, and Torres

Director Brinkman nominated Director Eaken for the position of Vice Chair.

No public comment.

On motion to elect Amanda Eaken as Vice Chair:

ADOPTED: AYES – Borden, Brinkman, Eaken, Heminger, and Torres

Director Brinkman asked staff to work with LAFCO regarding the recommendations in the report about ride hail and delivery service workers.

7. Director's Report (For discussion only)

- Update on Vision Zero
- Update on SFMTA construction projects
- Ongoing Activities

Jeff Tumlin, Director of Transportation, discussed an upcoming charter amendment regarding the SFMTA;; the SFMTA's budget; federal CARES and HEROS Act funding; a "Vision Zero" fatality; "Slow Streets"; scooter and bike share service; quick build bike lane improvements; various SFMTA construction projects; completion of the Highway 101-Alemany deck replacement project; and collaboration with cities with respect to public transportation and economic recovery. He also expressed appreciation to staff for their work during this crisis.

PUBLIC COMMENT:

Zackary Karnazes stated that he is disturbed by how the SFMTA is manipulating the COVID pandemic to weaken the union and cut back on service. People at the front of the bus are at risk. There has been no discussion of lowering or cancelling construction costs nor reducing high salaries. People who make comments about wheelchairs who aren't wheelchair users should stop making comments, as it's hurtful. Contractors and operators shouldn't be punished, as they are putting themselves at risk.

Eric Rosell thanked the SFMTA for its efforts to secure more "Slow Streets". He is in support as a resident, adding that there is a growing need in the Tenderloin for more open space. There is some uncertainty about who is overseeing the "Slow Streets" project in the Tenderloin.

Barry Taranto stated that the "Slow Streets" are confusing and frustrating. The SFMTA needs to provide better signage, at least a block before the closed area, to alert drivers that a street is closed. Taxi drivers work hard and need to know which streets are closed. Traffic has increased over the last few weeks. If the SFMTA wants to make money, it should ticket people who double park. There are lots of parking spaces in certain areas of the City.

Hayden Miller encouraged the SFMTA to expand the "Slow Streets" program and to work with the police department to ensure that everybody is wearing a mask. Operators are being harassed by members of the public.

Herbert Weiner asked about additional cutbacks for bus routes, bus stops and service. He has the impression that there will be service cutbacks. This will destroy Muni. He is also wondering if the closure of some streets doesn't add to traffic congestion on other streets.

John Lisovsky stated that there were dozens of illegally parked cars on the Great Highway over the weekend which made it difficult for bike riders to ride safely. Cars are driving between the bollards. The bollards should be placed closer together. There should be more enforcement.

8. Citizens' Advisory Council Report

No report.

9. Public Comment

Barry Taranto expressed appreciation to Philip Cranna, Director Torres, and Director Rubke. Taxis are an essential service. He is seeing an increase in business and a need for taxis for people such as security guards and people who work late at night. The SFMTA needs to do a better job of promoting taxi service and the Essential Trip Card (ETC) program. It is disturbing that the Mayor hasn't mentioned taxis. The industry needs a better dispatch service.

Richard Rothman stated that the Board needs to get more involved in the operations of the SFMTA. There is no independent oversight. He wondered why Harvey Rose doesn't get involved in the budget

and why there are so many staff in the Marketing Department. The department that needs the most help is the Sustainable Streets Division. The division needs to be divided into supervisorial districts like what is done at the Planning Dept. SFMTA doesn't treat people well.

Aleeta Dupree stated that she is interested to see the Peskin resolution because people aren't happy about fares. The Clipper "Equity" program hurts people with disabilities, those with lower incomes, and veterans. It hurts hard working people who must use multiple transit systems. A budget is a forecast which doesn't always pan out. The SFMTA must help those who need the most help. It doesn't make sense to have more expensive fares that will result in less revenue. Fares need to be equitable.

Peter Hutchinson thanked staff for helping the Teamsters stabilize their workforce.

Hayden Miller thanked the SFMTA for the "Slow Streets" Program. He is looking forward to hearing more about how to ensure social distancing on transit vehicles such as blocking seats.

Pi Ra discussed recent fare hikes. He expressed appreciation for the programs enacted to address the COVID-19 pandemic. The fare increases are wrong for San Francisco. He stated that nobody knows what a post-COVID economy will look like and whether there will be another wave and so predicting fare revenue is just a wild guess. The fare increase will have little effect on the budget. The SFMTA must first ensure the health and welfare of citizens. Fare increases hurt people.

Zack Karnazes said that the Board Secretary told him that public comment usually happens within the first 20 minutes. He had to wait over an hour and 26 minutes to give public comment.

Roan Kattouw discussed what other cities are doing during the COVID crisis. Other cities have bolder responses to bike lanes. With the Great Highway bike lane being filled by parked cars, there is a loss of bike lanes at a time when people are demanding more bike lanes and are moving away from driving.

Ben Boles has been thinking about how to make the city safer. He gave thanks for the work already done considering the pandemic and suggested adding hand sanitizers and handing out face masks on buses. This would make people feel better about taking public transit. It is troubling that companies are urging their employees to take Uber or Lyft. That's not good for the environment.

CONSENT CALENDAR

10. All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the San Francisco Municipal Transportation Agency Board of Directors and will be acted upon by a single vote. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

(10.1) Requesting the Controller to allot funds and to draw warrants against such funds available or will be available in payment of the following claims against the SFMTA:

- A. Hartford Ins. Co. vs. CCSF, Superior Ct. #CGC19575689 filed on 2/27/19 for \$10,000
- B. Minoo Kashani vs. CCSF, Superior Ct. #CGC19579002 filed on 9/4/19 for \$10,000
- C. Cori Read vs. CCSF, Superior Ct. #CGC18564502 filed on 2/21/18 for \$50,000.
- D. Hana Risky vs. CCSF, Superior Ct. #CGC18567846 filed on 7/3/18 for \$75,000. (Explanatory documents include a resolution.)

RESOLUTION 200519-044

(10.2) Authorizing the Director to file a claim with the Metropolitan Transportation Commission for allocation of operating assistance from Transportation Development Act, State Transit Assistance, AB1107 One-Half Cent Sales Tax, and Regional Measure 2 funds for Fiscal Year 2021 to support the operating budget. (Explanatory documents include a staff report and resolution. The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.)

RESOLUTION 200519-045

(10.3) Authorizing the Director to accept and expend up to \$608,000 in Fiscal Year 2021 Transportation Development Act Article 3 funds for the San Francisco Active Communities Plan. (Explanatory documents include a staff report, application and resolution.)

RESOLUTION 200519-046

(10.4) Authorizing the Director to execute unilateral Modification No. 10 to Contract No. 1289, Van Ness Corridor Transit Improvement Project, with Walsh Construction Company, for additional costs related to modifications for sewer, water, traction power, sidewalk and scheduling services, in the amount of \$2,187,655.23, for a total contract amount not to exceed \$217,635,835.03, with extension of time and making environmental review findings. (Explanatory documents include a staff report, financial plan, modification and resolution.)

RESOLUTION 200519-047

(10.5) Appointing Steve Heminger to the Bond Oversight Committee, effective June 1, 2020. (Explanatory documents include a staff report and resolution.)

No public comment.

RESOLUTION 200519-048

On motion to approve the Consent Calendar:

ADOPTED: AYES – Borden, Brinkman, Eaken, Heminger, and Torres

REGULAR CALENDAR

11. Presentation and discussion regarding the SFMTA's Covid-19 Recovery and Restart Planning process. (No explanatory documents.)

Jeff Tumlin, Director of Transportation and Dan Howard, Manager, Transit Systems, presented the item.

PUBLIC COMMENT:

Herbert Weiner wondered if the Metro and the buses would return after the pandemic. The buses have been cut back long enough. This is a lose-lose proposition. All projects should be put on hold and the money should be put where it's needed. In any crisis, public transit is needed. The SFMTA should focus on public transportation.

Barry Taranto expressed appreciation for mentioning the importance of taxis. The SFMTA should consider a longer-term ETC program and evaluate who is using the card and the trips they are taking. He expressed concern that there isn't enough promotion of the ETC program being done with the public and cab drivers. With a lot of drivers not working now, he wondered if they would be able to make their loan payments. There is more business and traffic has increased immensely. There needs to be more enforcement. He asked the SFMTA to provide more masks and disinfectant spray so drivers can continue to keep their cabs clean.

Jodie Medeiros expressed appreciation for the transit recovery program and for the "Slow Streets" program. She hopes the SFMTA doesn't lose sight of "Vision Zero." San Francisco hasn't had a traffic related fatality since the "Shelter in Place" order. She asked for three core priorities; more red-light cameras; more dynamic speed radar signs; and policies to keep people safe in the crosswalks.

Robin Crop expressed appreciation to the SFMTA. She would like to see as many routes as possible restored because people need to get around. Maybe they could be with less frequency. People will understand that. Air circulation in closed vehicles is dangerous so she asked if windows could be opened for ventilation. This will keep riders and drivers as safe as possible. She heard that the "BackFirst" program was cancelled. This program supports workers when they get injured or hurt. She urged the restoration of that program so workers can be supported.

Roan Kattouw thanked staff for their work to respond to the pandemic. He highlighted the proposal for more "Transit Only" lanes. These lanes speed up buses quite a lot and should be implemented across the city in the next few months, including 4th, 16th, and other streets.

Zack expressed appreciation for the thoughtful and hard work from the SFMTA and echoed support for transit only lanes, as it will reduce competition with cars. Better service and more buses can make up for fewer operators and provide essential trips.

Director Heminger requested a workshop focused on the recovery plan.

ADJOURN - The meeting was adjourned at 3:53 p.m.

A recording of the meeting is on file in the office of the Secretary to the San Francisco Municipal Transportation Agency Board of Directors.



Roberta Boomer
Board Secretary

California Environmental Quality Act (CEQA) Appeal Rights under S.F. Admin. Code Chapter 31: For identified Approval Actions, the Planning Department or the SFMTA has issued a CEQA exemption determination or negative declaration, which may be viewed online at the Planning Department's website. Following approval of the item by the SFMTA Board, the CEQA determination is subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16 which is typically within 30 calendar days. For information on filing a CEQA appeal, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or submitted in writing to the City prior to or at such hearing, or as part of the appeal hearing process on the CEQA decision.

Board of Supervisors review of certain SFMTA Decisions: Certain parking and traffic modifications as well as Private Transportation Programs that involve certain parking modifications can be reviewed by the Board of Supervisors. These decisions are subject to review within 30 calendar days after they are made by the SFMTA Board of Directors. For information on requesting a review, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, call (415) 554-5184. Ordinance No. 127-18 specifying which SFMTA decisions are reviewable by the Board of Supervisors can be accessed on-line: <https://sfbos.org/sites/default/files/o0127-18.pdf>.

The Ethics Commission of the City and County of San Francisco has asked us to remind individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [S.F. Campaign and Governmental Conduct Code section 2.100 et seq.] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 415.581.2300; fax: 415.581.2317; 25 Van Ness Avenue, Suite 220, SF, CA 94102-6027 or the web site: sfgov.org/ethics.

If you wish to contact the Board regarding an item that is expected to be on an agenda, please email the Board at MTABoard@sfmta.com. Please know that the Board appreciates receiving such communication not later than Monday, the day before the meeting so they have time to review and consider the comments prior to the meeting.

KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This

ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact Administrator, by mail to Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415.554.7724; by fax at 415.554.7854; or by email at sotf@sfgov.org.

Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Public Library and on the City's website at sfgov.org.